

PAGES.

THE UNION DOCK COMPANY OF HONG-KONG AND WHAMPOA, LIMITED.

THE Company call the attention of Ship Owners, Consignees, and Masters of Vessels to their establishments at HONGKONG and WHAMPOA, for the DRYING and REPAIRING OF VESSELS.

All Handing the Company have the only Dock in the Harbour—a granite dock, solidly built, and of dimensions to admit ships of 350 feet, in length, and 70 feet in width, and capable of holding to it three Shipsriggs, Blocksmiths, Boilermakers, and Machinery works, and everything necessary for the repairs of Bailing Vessels or Steamers.

The Company have a general Ship Yard by the side of the Hongkong Dock, and are ready to contract for the construction of Steamers or Sailing Vessels of any size.

A Wharf the Company will take Ships and sail them.

The Steamer *The Little Orpheus*, can be engaged to tow Vessels to her, and back them, at reasonable rates.

For Particulars apply to:

R. S. WALKER,

Secretary

Company's Office, Queen's Road,

Hongkong, June 29th, 1869.

PORT OF AMoy.

SHIP OWNERS, AGENTS, and CONSIGNNEES are advised that the Dock Company's Establishments at the above Port afford every facility, at moderate charges.

REPAIRING AND SPARING VESSELS,

CLEANING AND CALIBRATING IRON SHIPS AND STEAMERS.

THREE LARGE GRANITE DOCKS,

250 feet long on the blocks, and at average spring tides receive vessels of 10 to 17 feet draught, and 300 tons burthen.

For Engineers workshop fitted with Lathe, & Tools, &c., & all kinds of Iron Works, Forges, Boiler-makers, shipwrights, Carpenters' and Boat-builders' sheds. All supported by resident Europeans.

One acre under GRANITE DOCKS can receive at spring tides Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN

for STORES, of Vessels under repair.

2317 Amoy, December, 1868.

FOODROW—DOCK.

RIVER MIN.

THE above grants LEASED DOCK, of the following dimensions, viz., Length, 300 feet, Breadth, 100 feet, and Depth, 10 feet, for receiving Vessels drawing 10 to 12 feet, as the state of the Tides will allow. The Dock runs along the Blocks and is pumped off by Steam Pumps, & Boat-builders' sheds. All supported by resident Europeans.

JOHN C. SKYEY,

Superintendent

The Bill of Charges for lighting or repairing vessels can be obtained from:

MESSRS. DE SILVER & CO., Hongkong.

MESSRS. LANE, GARDNER & CO., Shanghai.

May 3.

NAGASAKI PATENT SLIP.

THIS SLIP is now available for docking Ships of 1,300 Tons or under, and all work connected with the same, including the cost of receiving Vessels drawing 10 to 12 feet, as the state of the Tides will allow. The Dock runs along the Blocks and is pumped off by Steam Pumps, & Boat-builders' sheds. All supported by resident Europeans.

THE SLIP has been substantially constructed, and is ready for use, and its composition, and has been pronounced by competent authority as equal to any existing works of the same kind.

Charges for three days use of the Slip, One Dollar per ton, not ex labour, material, &c., applied on moderate terms. For further information, apply to:

GLOVER & CO.,

Hongkong, No. 237 Nagasaki, Japan.

THE CALIFORNIA DRY DOCK COMPANY,

SAN FRANCISCO, U. S.

NOTICE TO SHIP OWNERS, AGENTS,

CONSIGNNEES, AND MARTIRES.

THE Company's DRY DOCKS situated at Hunter's Point, San Francisco, are now completed, and in successful operation, and afford every facility for the docking and repairing of vessels.

THE GREAT DOCK.

This Dock is fitted with a Galvanic Gate, and is supplied with five powerful centrifugal Steam Pumps, capable of pumping out the Dock in two hours.

THE DRY DOCK is fitted with a Galvanic Gate, and is supplied with five powerful centrifugal Steam Pumps, capable of pumping out the Dock in two hours.

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